

of the Main Street and US 50 drawbridges.

This proposed change to the existing regulations is intended to establish a schedule that will meet the reasonable needs of the waterway users and, at the same time, diminish delays to and improve the flow of motor vehicles crossing the bridge.

Based on this information, the Coast Guard believes these proposed regulations will not unduly restrict recreational and commercial vessels passage through these bridges since they can plan their transits around the periods of closures.

### Regulatory Evaluation

This proposed action is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this proposal to be so minimal that a full regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this proposal, if adopted, will have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). Because it expects the impact of this proposal to be minimal, the Coast Guard certifies under 5 U.S.C. 605(b) that this proposal, if adopted, will not have a significant economic impact on a substantial number of small entities.

### Collection of Information

This proposal contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

### Federalism

The Coast Guard has analyzed this proposal under the principals and criteria contained in Executive Order 12612, and it has determined that this proposal will not have sufficient

federalism implications to warrant the preparation of a Federalism Assessment.

### Environment

The Coast Guard considered the environmental impact of this proposal and concluded that under section 2.B.2.E.(32)(e) of Commandant Instruction M16475.1B, this proposal is categorically excluded from further environmental documentation. A Categorical Exclusion Determination statement and checklist has been prepared and placed in the rulemaking docket.

### List of Subjects in 33 CFR Part 117

Bridges.

### Regulations

In consideration of the foregoing, the Coast Guard proposes to amend Part 117 of Title 33, Code of Federal Regulations to read as follows:

#### PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for Part 117 continues to read as follows:

**Authority:** 33 U.S.C. 499, 49 CFR 1.46; 33 CFR 1.05–1(g)

2. Section 117.579 is revised to read as follows:

#### § 117.579 Wicomico River (North Prong).

The draws of the Main Street and US 50 bridges, mile 22.4, at Salisbury, Maryland shall open on signal, except:

- (a) From 7 a.m. to 9 a.m., from 12 noon to 1 p.m., and from 4 p.m. to 6 p.m., the draw need not be opened for the passage of vessels, except
- (b) for tugs with tows, if at least three hours advance notice is given, and the reason for opening during a closure period described in paragraph (a) of this section is due to delays caused by inclement weather or other emergency or unforeseen circumstances.

Dated: January 20, 1995.

**M.K. Cain,**

*Captain, U.S. Coast Guard, Commander, Fifth Coast Guard District, Acting.*

[FR Doc. 95–3432 Filed 2–9–95; 8:45 am]

BILLING CODE 4910–14–M

### ENVIRONMENTAL PROTECTION AGENCY

#### 40 CFR Chapter I

[FRL–5153–2]

#### Notice and Open Meeting of the Negotiated Rulemaking Advisory Committee for Small Nonroad Engine Regulations

**AGENCY:** Environmental Protection Agency.

**ACTION:** FACA Committee Meeting—Negotiated Rulemaking on Small Nonroad Engine Regulations.

**SUMMARY:** As required by section 9(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463), EPA is giving notice of the next meeting of the Advisory Committee to negotiate a rule to reduce air emissions from small nonroad engines. The meeting is open to the public without advance registration. The purpose of the meeting is to continue identification and discussion of issues, discuss interests of committee members, and hear reports from task groups.

**DATES:** The committee will meet on February 21 and 22, 1995 from 10 a.m. to 6 p.m.

**ADDRESSES:** The location of the meeting will be the Holiday Inn East, 3750 Washtenaw, Ann Arbor, MI 48104, (313) 971–2000.

**FOR FURTHER INFORMATION CONTACT:** Persons needing further information on the technical and substantive matters of the rule should contact Betsy McCabe, National Vehicle and Fuel Emissions Laboratory, 2565 Plymouth Rd., Ann Arbor, Michigan 48105, (313) 668–4344. Persons needing further information on committee procedures should call Deborah Dalton, Consensus and Dispute Resolution Program, Environmental Protection Agency, 401 M Street, S.W. Washington, DC 20460, (202) 260–5495, or the Committee's facilitator, Lucy Moore or John Folk-Williams, Western Network, 616 Don Gaspar, Santa Fe, New Mexico, 87501, (505) 982–9805.

Dated: February 6, 1995.

**Chris Kirtz,**

*Acting Designated Federal Official, Deputy Director, Consensus and Dispute Resolution Program.*

[FR Doc. 95–3462 Filed 2–9–95; 8:45 am]

BILLING CODE 6560–50–M

#### 40 CFR Part 52

[OAQPS CA 102–4–6757; FRL–5152–3]

#### Approval and Promulgation of Implementation Plans; California State Implementation Plan Revision, Bay Area Air Quality Management District

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** EPA is proposing to approve revisions to the California State Implementation Plan (SIP) which concern the control of volatile organic compound (VOC) emissions from light